

BRITISH ONCE NEAR DISASTER AT HELGOLAND

Admiral Beatty's Report
Shows Naval Victory Over
Germans Hard Won.

SINKING ARETHUSA SAVED BY THE HOGUE

Special Cable Despatch to The Sun.
LONDON, Oct. 22.—Despatches from Rear Admiral David Beatty and other commanders in the Helgoland fight on August 28 have been made public. They show that the action was fully as severe as reported. The situation of the British at one time seemed critical. Commodore Tyrwhitt, aboard the Arethusa, says in his report:

"The Arethusa was hit many times and was considerably damaged. Only one 6 inch gun remained in action. All the other guns and the torpedo tubes were temporarily disabled.

"Lieut. Westmacott was killed at my side. A 12 inch shell exploded in the mainmast, causing a fire which was saving the ship. The Arethusa was saved by the Hogue, which was firing at her from a position which was very close to her.

"All the Arethusa's guns except two 4 inch ones not in working order and she was in the main and another cruiser, the Arethusa, however, was badly damaged and was obliged eventually to draw the fire from nearly all her boilers and to ask assistance. She was towed to the Nore by the Hogue.

Commodore Tyrwhitt praises the help received from the light cruiser Fearless and the destroyers, "whose gallant attack on the enemy at critical moments saved the Arethusa from more severe punishment and possible capture."

Commodore Tyrwhitt confirms the statement that German cruisers fired on a British destroyer which was saving the survivors of a German destroyer.

Commodore Keyes makes an interesting report of the services rendered by the submarines. He says:

"Submarines have been incessantly employed along the enemy's coast in Helgoland light and elsewhere and have obtained much valuable information regarding the composition and movement of his patrols. They have assisted in the reconnoitering of his anchorages and have been subjected to skilful and well executed anti-submarine tactics. They have been hunted for hours by torpedo craft and attacked by gunfire and torpedoes."

Referring to the British submarine E-9 sinking the German destroyer S-125, Commodore Keyes says:

"The enemy's torpedo craft pursue tactics which in connection with their shallow draught make them exceedingly difficult to attack with torpedoes. Lieut. Commander Horton's success was the result of much patience and skilful zeal. Against an enemy whose capital vessels have never, and whose light cruisers have seldom emerged from fortified harbors, the opportunity for delivering submarine attacks necessarily have been few. On one occasion only prior to September 13 has one of our submarines been within torpedo range of a cruiser during daylight."

Describing the unpleasant experiences of the submarines during the week of the sale, Commodore Keyes says:

"The short, steep seas which accompany westerly gales in the Helgoland light made it difficult to keep the conning tower hatches open. No rest was to be obtained and, even when cruising at a depth of six feet, the submarines were rolling considerably vertically, moving about twenty feet."

Commodore Keyes adds that service in Helgoland light is keenly sought by commanders of submarines.

BRITISH FREIGHTER HELD UP.

Seneca Catches Her Slipping Out of Port Without Papers.

The British freight steamer River Seneca, which left Friday from ports of the Far East, and was en route to sail for Barcelona, Genoa and Alexandria, Egypt, attempted to pass out of the harbor of the Helgoland light on Saturday afternoon without presenting the necessary papers. She was held up by the British gunboat, which ordered her to return, which she did.

Capt. Baker of the freighter and her crew were taken aboard the Seneca and her commanding officer, Lieut. Col. J. H. B. White, was taken to the Brooklyn navy yard for instructions. The freighter will be held until she complies with the customs regulations requiring her to clear.

BRITISH TAKE SHIP NEAR PORT.

Two Cruisers Capture Steamer Almost in Harbor.

An unidentified steamer coming from the southeast bound for New York was held up two miles southeast of Ambrose Channel light on 9:20 P. M. to-night by two British cruisers. After holding the steamer for an hour and a half the vessel was seen to swing around and proceed east.

The pilotboat was not within three miles of her at any time, so she could not have received orders from him. It is supposed she was en route to another port by one of the British men-of-war.

CODE NAMES FOR ADDRESSEES.

Commercial Cable Bars Their Use as Signatures, However.

The Commercial Cable Company issued the following announcement yesterday: "The British Administration announces that on and after October 26 telegraphic addresses registered prior to July 1, 1914, may be used as the address but not as the signature in telegrams:

"(a) Between any two places in British territory, including Egypt; (b) between each and any of the following: British territory, including Egypt; territory of allied countries and United States of America, provided in all cases that either sender or addressee or both are resident outside Europe.

In the case of telegrams emanating from British territory and destined for the territory of an allied power or for the United States of America the full name and address of the addressee will be given by the sender, but not telegraphed.

"When the sender is located at the office of destination he may, at his discretion, require the office to give the full name and address at which a telegram is to be delivered."



Ruins of the Marche aux Souliers in Antwerp after the bombardment. Two German patrols are shown. In the background is the tower of the Beguin prison.

LOOKS TO AMERICA TO FEED BELGIUM

Relief Commission Organizing
in London. Says Need Is
Growing More Grave.

ENGLAND UNABLE TO AID

Special Cable Despatch to The Sun.

LONDON, Oct. 22.—At a meeting at the American Embassy to-day of all who are concerned in Belgian relief, including Ernest Francqui and Baron Lambert of the Belgian committee, the organization of the American commission was completed. In addition to Ambassador Page and the American Ambassadors at Brussels and London joined the commission as honorary chairman.

The commission consists of Herbert C. Hoover, who was head of the American relief committee in London, chairman; Daniel Heilmann of Brussels, vice-chairman; Mr. Graff of the American relief committee, treasurer; Millar K. Shaler, who came to London as representative of Minister Brand Whitlock, and Mr. H. B. White is to have charge of the purchase and exportation of foodstuffs. Capt. Lucey will have charge of the Rotterdam office.

Other members of the committee are Messrs. Hunsicker and Gibson of the American Legation at Brussels, Mr. Rickard and the American Consuls at London, Antwerp, Brussels, Ostend, Liege and Ghent. The commission will have an office in each of these cities, as it is intended to assist in provisioning all Belgium. It will cooperate fully with the Belgian committee.

Food to the value of \$250,000 already has been bought in the name of Ambassador Brand Whitlock. The necessary arrangements have been made to begin its distribution to the local Belgian branches on October 26. The commission has received considerable sums in addition to the various Belgian funds.

The supplies available at the relief stations in Brussels Monday were believed to be sufficient to last until Saturday, and those were available only because a certain quantity of wheat was received from Antwerp. That source is now exhausted. The commission learns that the food supply at Charleroi is exhausted and that the people are subsisting entirely on potato soup.

A representative of the relief committee at Liege arrived here to-day to make representations of the urgency there in consequence of the non-arrival of supplies. It is obvious that with the scarcity of foodstuffs in Holland it is impossible to get supplies on that side for more than emergency service. A stream of supplies must be started from America if the Belgians are to be saved from famine.

The commission emphasizes that it is essential that supplies be sent by neutral ships, arrangements having been made with Great Britain that such supplies will not be interfered with in entering the ports designated by the commission. Germany has given ample assurance to the American Legation at Brussels that the importation and distribution of food to the civilians in Belgium will not be interrupted.

BELGIANS ON FRENCH PAYROLL.

Get Same Allowance as Families of Fighting Men.

Special Cable Despatch to The Sun.

PARIS, Oct. 22.—It was announced to-day that President Poincare has decreed the same Government allowances to the Belgians in France as to the families of Frenchmen who have been called to the army.

REFUGEES AT LA ROCHELLE.

Thousands of Belgians Find Refuge in French Town.

PARIS, Oct. 22.—Despatches from La Rochelle say that thousands of Belgian refugees are arriving there from Calais. One ship arriving last night brought 1,775 persons.

The despatches say that the residents of La Rochelle are receiving the refugees with the greatest kindness, supplying them with food and lodging and sending their distribution over the interior in accordance with the Government's plan. The railways are carrying the refugees to their destination without charge.

ARREST ALIENS IN ENGLAND.

Detention Camps Full of German, Austrian and Hungarian Prisoners.

LONDON, Oct. 22.—A procession of motorbuses filled with Germans, Austrians and Hungarians, guarded by soldiers with fixed bayonets, passed through London to-day on its way to the detention camps. The procession included only the one day's roundup of the aliens.

The arrests have furnished the German Benevolent Committee with a problem similar to that which it had the first few days of the war. Most of those arrested have been employed steadily up to the time of their arrest. Their families are now dependent on aid during the stay of the breadwinners at the detention camps. The only Austrians and Germans spared arrest are those who took out naturalization papers prior to the declaration of war.

Although it is estimated that there are 3,000 alien enemies in the United Kingdom, with the greater part of them in London, a majority of these have been registered with the police in conformity with the regulations. Alien enemies to the number of 500 have been arrested in Manchester alone in the past twenty-four hours.

EDISON BATTERY MAY END SUBMARINE PERIL

Navy Men Go to See Inventor's Gift to Seafighters of the World.

WEST ORANGE, N. J., Oct. 22.—It became known to-day that Thomas A. Edison has been working for nearly two years on a special storage battery to replace the lead ones now in use in the submarines. The present battery generates chlorine gas when its cells become flooded with salt water, resulting in the weakening of the lungs of members of the crew and making the men easily subject to pneumonia for months after.

When naval experts told Mr. Edison some time ago of the conditions resulting from the use of the lead battery he said: "It is risk enough for the men to go under water in the submarine when properly handled, but with chlorine gas filling the tubes it is dangerous and this fault ought to be remedied." The inventor promised he would work on a battery for use in the submarines. The battery was exhibited to-day to Uncle Sam's submarine and electrical men and their officers.

The new battery has been tested under all conditions and circumstances and has proved entirely satisfactory. The battery will be offered to the navies of the world.

Before leaving by automobile for Detroit on Sunday Mr. Edison told his chief engineer, Miller Reese Hutchinson, to tell all about the battery to "the navy folks." The men left the Brooklyn navy yard on a Government tug shortly after 7 o'clock, going to Jersey City, where they boarded a special train that took them to the Edison works.

The Edison invention is a small, compact, only one-half the space of the type of batteries now in use. It is much lighter than the old ones and produces much more energy. The same batteries may be used to operate telephones and a lighting system aboard submarines.

"Mr. Edison has been working on this battery for a long time," explained Mr. Hutchinson, "and it is undoubtedly the best ever turned out."

CLARK CHATEAU UNDAMAGED.

Former Senator, Here on Adriatic, Tells of Escape From France.

Former Senator William A. Clark of Montana, who was at his chateau, about twenty miles east of Paris, when the war began, arrived yesterday by the White Star liner Adriatic. He remained with his family at the chateau until the Germans demanded its surrender. He then fled to Havre, boarded the American cruiser Tennessee and landed in England. He said his French estate was not damaged.

Business in France and England was stagnant because of the withdrawal of the producing masses from labor, the ex-Senator said. The copper situation was deplorable and he had ordered his concerns to curtail the output.

Mme. Rita Fornia, the Metropolitan soprano, and Anna Pavlova and her Russian dancers were also aboard the Adriatic. Mme. Fornia for several weeks was a Red Cross nurse in the hospital at Senlis. She said the Germans turned the French wounded out of the hospital and put their own men in and the French were removed to a chateau that was turned into a hospital.

Mme. Pavlova was in Berlin when the war came. She said every German fellow artist seemed suddenly to acquire strong racial feeling against her. She got out of Germany as swiftly as the Germans would let her, leaving behind all her scenery, costumes and money.

DOLLAR FUND FOR HOMELESS BELGIANS

New Subscription Is Begun to
Provide Christmas Relief
for War Sufferers.

REPORTS OF DONATIONS.

A dollar Christmas fund for homeless Belgians has just been started. An appeal is made to each American for a dollar, this to become part of a fund to be used at Christmas time for the relief of two million Belgians who are now without homes or money.

Henry Clews is the treasurer, and others on the committee are Prof. Henry Fairfield Osborn, Melville E. Stone, Col. George Harvey, George T. Wilson, Dr. William T. Hornaday and Percy S. Bullen, secretary. This committee points out that the new fund does not conflict with any present one. It is similar to a fund being raised now in Great Britain, and the hopes of the men back of it are that the English sum will at least be equalled.

Collection cards will be issued to any responsible applicant. The committee's address is 66 Broadway.

Most organs for the gathering of funds for use in the war zone have been organized and made reports yesterday of their progress. The Red Cross fund to date amounts to \$250,365.97. Jacob H. Schiff, treasurer of the New York State Board of the American Red Cross, received contributions yesterday amounting to \$4,914.43. It was applied to the European war relief fund.

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JAPANESE WARSHIP IN WAIT FOR GERMAN

The Hizen Rests Outside. Honolulu Harbor While the Geler Is Within.

LATTER MAY BE INTERNED

HONOLULU, Oct. 22.—The Japanese battleship Hizen, which arrived off Honolulu late yesterday afternoon, remained just outside the three mile limit all night, her searchlights covering the harbor. It is believed that she is waiting for the small German unprotected cruiser Geler, which is still in port.

The Geler is waiting for repairs. The port officials have not announced how long will be allowed the little cruiser for this purpose. One report is that the repairs will be completed in a few days and that the ship then will be required to leave the harbor at once or else remain interned until the end of the war. Another report is that the Geler may ask permission to send to the mainland for necessary engine equipment, which would mean that the repairs would take at least a month.

The Hizen arrived fourteen days out from Yokosuka, the naval depot near Yokohama. Rear Admiral C. B. T. Moore instructed her commander, Capt. Kawamura, to preserve neutrality. The Japanese Captain promised to do so and said that the Hizen, which is fully coalled and provisioned, did not intend to enter the harbor.

The Hizen was originally a Russian battleship, the Retvizan. She was built in Philadelphia in 1900. The Japanese torpedoed her at Port Arthur in February, 1904. She was repaired, but was badly damaged in the battle of the Yellow Sea in the following August and later in the year she was sunk in the harbor at Port Arthur. The Japanese took her over with the fall of the port and rebuilt her to some extent. She is a vessel of 12,700 tons and carries four 12 inch guns and twelve 6 inch guns. She can make about eighteen knots.

The German light cruiser Geler is a vessel of only 1,645 tons, capable of sixteen knots. She carries eight 4.1 inch guns. She arrived off Honolulu yesterday just ahead of a Japanese merchant liner and it was believed that it was her purpose to capture the liner as she was leaving to continue her voyage to San Francisco. The Japanese battle cruiser Kongo, one of the new strong ships of the Japanese navy, appeared off the harbor about that time and the Geler did not leave.

To-day's despatch would indicate that the Kongo has been relieved by the older Hizen.

IN TSING-TAO ATTACK.

Marine Heavy Artillery Corps Engaged, Tokio Announces.

Cable Despatch to East and West News Bureau.

TOKIO, Oct. 22.—The Japanese naval General Staff announces that the marine heavy artillery corps is engaged in the attack upon Tsing-tao and that a part of the Japanese fleet is keeping watch on the enemy's warships hovering about Hawaii.

At Paris: My flying companion showed something into my face. Although the noise the motor drowned it out, I believed that I nevertheless understood what he meant. I glanced at the benzine indicator. I had sufficient fuel. Then I held a direct course to the south, and after a period of about half an hour we saw ahead of us in the gray distance—far, far below, the gray, immeasurable sea of stone that was the city of Paris. At a speed of 100 kilometers an hour we rushed toward it. It became clearer and plainer. The chain of forts, St. Denis, Montmartre, stood out from the haze that veiled the Eiffel Tower. And now—now we hover over the mellow panorama of Paris.

"Paris! The major pointed below with his finger. He followed me slowly to the south, and after a period of about half an hour we saw ahead of us in the gray distance—far, far below, the gray, immeasurable sea of stone that was the city of Paris. At a speed of 100 kilometers an hour we rushed toward it. It became clearer and plainer. The chain of forts, St. Denis, Montmartre, stood out from the haze that veiled the Eiffel Tower. And now—now we hover over the mellow panorama of Paris.

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German Aviator Tells of Flight Over Paris Guns

Fights With French Air Scouts Who Pursue Him Into
Clouds—Escapes Only to Have Machine
Wrecked by Grenades.

RESCUED IN WOODS BY FRIENDLY OUTPOSTS

Describing his experiences in the *Berliner Tageblatt*, a German aeroplane pilot, who is the thrills and the dangers which attended his thrilling dash over Paris. He was attacked in the air by French aeroplanes and his machine was finally wrecked while passing over a battery. He landed with the wreckage of his machine in some woods, where he was rescued by German outposts. His account of the flight reads as follows: